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Complete Guide to the World's Twenty-nine Metal Monetary Systems. By JOHN HENRY NORMAN. New York, G. P. Putnam's Sons. — 328 pp.

The author's name appears but once upon the title page of this work ; but such self-suppression is not maintained in many of the pages that follow. Mr. Norman holds in low esteem most other writers upon currency, but devotes page after page to quoting what he himself has at various times written upon the subject. He modestly states that he writes his book "to assist men, statesmen, legislators, political economists and all teachers of the subject of money to obtain the necessary knowledge their respective positions call upon them to possess." What these men need, he complains, is a "masterly skill in bullion and coin," and he informs us that he "has been told" that such skill could be obtained by studying two of his own books.

The chief thought of the book is expressed with characteristic clearness in the following sentence :

Norman's unit of weight system consists of using the signs for one gram or one troy grain of pure gold and pure silver, or the lowest unit composing the weight of each country to the fourth and sixth decimal point, as a multiplier or divisor of any sign for pure gold and silver in any country to ascertain the weight of the same in the country using the sign.

In preparing these signs the author has, with infinite patience, worked out tables giving the absolute weight and the relative weight of all the coins of all the civilized and semi-civilized nations of the globe. These tables have a certain scientific value — enough, perhaps, to entitle the work to a brief notice.

CHARLES B. SPAHR.

The Science of International Law. By THOMAS ALFRED WALKER, M.A., LL.M., of the Middle Temple, Fellow and Lecturer of Peterhouse, Cambridge. London, C. J. Clay & Sons, 1893. — xvi, 544 pp.

Among modern works on jurisprudence there is none that has exerted a more powerful influence on the elementary conceptions of English and American students of law than that of Austin. For this fact there is a reason apart from what Mr. Walker appropriately

describes as "the sustained and serried logic, and masterly marshalled argument" of Austin's great treatise. It was Austin's fortune to produce a definition of law so rigid and exact as to meet the desire for an absolute and ready test of legal conceptions, while he enforced it with a power of analysis and reasoning seldom equalled. And although it has been shown that his theory is at variance with the facts in regard to the development of law, and that his limitation of proper legal rules to commands imposed by a superior power denies the quality of law to a large part of the rules that have governed the relations of men to one another, yet we constantly hear his dogmas reiterated with as much assurance as if they had never been impugned.

Mr. Walker wisely concedes that if we exclude from the sphere of law all rules of conduct that do not fall within Austin's definition of proper laws, there is no such thing as international law, and still less a "science of international law." These conclusions, however, Mr. Walker ably combats, both on historical and philological grounds and on the authority of jurists. He is disposed to treat more seriously than did his master, the late Sir Henry Maine, Austin's criticisms of international law as "international morality." Maine pronounced those criticisms to be "very interesting and quite innocuous." But, says Mr. Walker, "when they pass outside the schools into the cabinet, and into the public speeches of responsible foreign ministers, then for the sake of [Austin's] grammatical squeamishness, the peace of the world is put in jeopardy." I am disposed to agree with Mr. Walker. So long as a large proportion of our law students are indoctrinated with the Austinian theory, which excludes from the sphere of law everything but a certain variety of municipal law, a refutation of that theory will not be out of place.

Mr. Walker treats of international law under two divisions—"Normal International Law" and "Abnormal International Law." The former relates to international law in time of peace; the latter, to international law in time of war. It is evident from this nomenclature that Mr. Walker belongs to the school of philosophers who regard peace, not war, as the normal condition of mankind. The abnormality is in the condition to which the law is applied, not in the law itself. It may, therefore, be suggested, though the author's meaning is clear enough, whether it is quite accurate to say that the law is abnormal because it relates to an abnormal condition. Homicide creates an abnormal condition, yet it might seem strange

to call the law relating to homicide abnormal law. But the distinction which Mr. Walker's terminology is intended to denote is a proper and useful one, and is clearly brought out in the text.

Mr. Walker's discussion of the subject of neutrality is very full and very satisfactory. His tracing of the development of the principle of "free ships, free goods" is excellent, though he appears to lean towards the old doctrine, so long enforced by Great Britain, that the fate of the goods is to be determined by the hostile or the neutral character of the owner, whether they be found in a neutral or an enemy ship. But of special interest is his exposition of the controversy between the United States and Great Britain, growing out of the failure of the latter to perform her duties as a neutral in the case of the *Alabama* and other Confederate cruisers. The recent disclosures of Sir Henry James, tending to show that the escape of the *Alabama* was the result of an accident, and that the British authorities were at the time not without a sense of culpability for the incident, only add force to the opinion Mr. Walker has expressed on the facts previously known.

As early as June 23, 1862, Mr. Adams, then minister of the United States in London, apprised the British government that a war steamer was preparing at Liverpool for departure; that the persons engaged in her preparation were well-known Confederate agents; and that her commander was to be a person in the Confederate service. The law officers of the crown advised prompt action. The customs authorities, however, though admitting that the vessel was intended for use as a man-of-war, reported against seizure, unless stronger inculpatory evidence should be adduced. Subsequently, on the 21st of July, the consul of the United States at Liverpool laid before the collector six depositions, setting forth in the clearest manner facts to establish a violation of the law, and again requested the seizure of the vessel. "The inaction of the authorities under the circumstances," says Mr. Walker, "must seem to the unprejudiced eye little short of marvellous." Even after the 21st of July further inculpatory evidence was produced on the part of the United States, and on the 29th the law officers, being again consulted, recommended seizure without loss of time. On the same day the vessel, then known as "No. 290," steamed down the Mersey as for a trial trip. On the following day she lay for several hours on the Anglesey coast, and took on board a number of men brought out from Liverpool on a steam-tug.

And then [says Mr. Walker] the British authorities awoke to a wild and futile activity. Instructions were fired off in all directions when too late to be of use. . . . Meanwhile "No. 290" made her way unarmed to the Azores. There she was met by two British vessels . . . which had previously cleared from London and Liverpool, . . . and from these vessels she took on board in Portuguese waters her guns and ammunition. Captain Semmes then publicly announced to his crew the character of the vessel, and invited them to enlist under the Confederate flag. Nearly fifty men at once refused to proceed further, and accordingly returned home. . . . Others, however, among them being several men of the British Royal Naval Reserve, cast in their lot with the shortly notorious "Alabama." The vessel, whose career thus auspiciously began in a combination of supineness, obstinacy and fraud, subsequently appeared in various British ports, and was there, in accordance with the British view of international law, received as a foreign belligerent ship of war.

On the somewhat difficult question of the right of intervention in behalf of private claimants, Mr. Walker's treatise exhibits less precision and less definiteness of opinion than in the exposition of most other subjects.

English statesmen [he says] lay down very correct principles as to the legitimate sphere of intervention; but English merchants need sometimes to be reminded that suretyship of rash speculation is not, as yet, a recognized function of the British government.

To point this observation he refers to the claim of the British capitalists interested in the Delagoa Bay Railway against the Portuguese government for its seizure and confiscation of their property.

The investors [says Mr. Walker] have been undoubtedly treated with the utmost harshness; the conduct of the Portuguese government seems, and doubtless is, entirely and absolutely unjustifiable. But where is redress to be sought? Clearly, from the lords of the territory, the same Portuguese government. The hapless British speculators of course do so appeal. They do more. They cry for the interference of the all-powerful British government. Are they entitled to it? Lord Palmerston was a statesman whose British sympathies were beyond dispute; but he would have given an unhesitating answer.

Mr. Walker then cites a well-known passage in which Lord Palmerston takes the ground that intervention in behalf of private claimants is a matter of discretion, and infers that his lordship would have refused to intervene. The passage quoted by Mr.

Walker is constantly cited in support of all sorts of private claims, for the very reason that it treats intervention in such cases purely as a matter of discretion. Lord Palmerston in practice exercised a very wide discretion. Nor does Mr. Walker notice the fact that the Portuguese government finally accepted the intervention of Great Britain and the United States, the latter government also being interested, in behalf of the Delagoa Bay Railway claimants, and that the case is now pending before arbitrators at Berne, who are to ascertain the compensation due to those claimants.

On the whole Mr. Walker's treatise is a meritorious work. It exhibits intelligence and care, and a far greater degree of personal investigation than is usually found in books on international law primarily designed for the use of students. Such books too often contain nothing beyond a summary of the results of other men's investigations, with an admixture of moral reflections evolved from the author's inner consciousness and of no special value. Mr. Walker has set for himself a higher standard.

JOHN BASSETT MOORE.

Zeitschrift für Litteratur und Geschichte der Staatswissenschaften. Erster Band, Erstes Heft. Leipzig, Verlag von C. L. Hirschfeld, 1893. — 120 pp.

Zeitschrift für Social- und Wirthschaftsgeschichte. Erster Band, Erstes Heft. Freiburg i. B. und Leipzig, Verlag von J. C. B. Mohr, 1893. — 153 pp.

The list of scientific periodicals in political economy grows appalling, and even the specialist may well despair of being able to keep *au courant* of their contents. Yet the very fact of this rapid multiplication is the best evidence of the growing interest in the science and of the increasing number of its students. The two new German journals propose to cultivate fields to which, it is claimed, not sufficient attention has been paid. The one is to deal primarily with economic history; the other primarily with the history of economics. The one will pay attention chiefly to the evolution of institutions, the other to the evolution of ideas. Because of the influence of economic ideas and economic institutions on each other, the two reviews will therefore supplement each other.

The *Zeitschrift für Litteratur und Geschichte der Staatswissenschaften* is edited by Dr. Kuno Frankenstein of Berlin, who has associated with himself as an editorial committee seventeen well known econo-